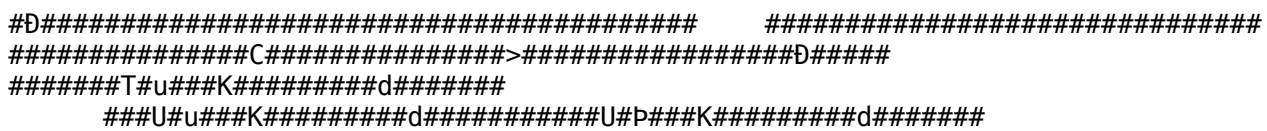

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#################$##########################ÿ□#ÿÿd#########d#########2##□##Iöüû·
      Ì#ÿÿ####ÿÿ####Uÿu#ÿÿK#########d#########Đ###DISCUSSION TOPICS.5FLSIP+Concept
PerformanceDrivers for COSAL model changesPR99CPF□S experimental supplyNAVSUP
COSAL improvement initiativeExperimental Supply F1.0** testExpanded COSAL Model
Prototype
```

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################$#########################ÿ□#ÿÿd#########d#########2##□##Iöüû·
      Ì#ÿÿ####ÿÿ####UÿÞ#ÿÿK#########d#########C###CURRENT COSAL MODEL = .5FLSIP+
DMRD 981 initiative/CNO approved MARCH 1993Objective:Reduce storeroon inventories
and investmentMaintain readinessStrategyTarget □non-movers□ for elimination
Preserve engineering-based allowance decisions (PMS, Safety, RBS, MAMs)Provide
tailored add-backs based on actual 3M/CASREP dataö
```

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#################$##########################ÿ□#ÿÿd#########d#########2##□##éõìüç
      ¼#############U#Þ###K#########d#########□###.5FLSIP+ResultsShipboard
inventories reduced by approximately 25%Tracking toward targeted $200M savings
Performing as predicted#
```

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      Ì#ÿÿ####ÿÿ####UÿÞ#ÿÿK#########d#########¤###
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.5FLSIP+ CASREP IMPACT STUDY
Examined2743 CASREP requisitions over one year period30 representative shipsFocus Determine CASREPs resulting from .5FLSIP+Determine CASREPs potentially prevented by .5FLSIP+Results7.3% compute as MODFLSIP allowance2.2% were .5FLSIP+ addbacks that would not compute under MOD-F268 IMEC 3/4 items experienced demand are carried as addbacks under .5FLSIP+...potential CASREP avoidance!

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#################$##########################ÿ□#ÿÿd#########d#########2##□##Iöüû·
      Ì#ÿÿ####ÿÿ####UÿÞ#ÿÿK#########d#########W###Drivers for Change:PR99□Out of
the Box□ approach to shipboard inventory reductions to achieve savings for
recapitalization efforts□Experimental Supply□CINCPACFLT initiativeUse 4.0F to
mitigate significant S&E shortfallsNAVSUP□s COSAL Improvement Initiative
Accelerated COSAL REMOVE/REFRESHRBS  Ao target reductionsNew FLSIP-based model#
```

#################$##########################ÿ□#ÿÿd#########d#########2##□##Iöüû·
Ì#ÿÿ####ÿÿ####Tÿ4#ÿÿA#########d#########R###Experimental Supply StudyF1.0**
ModelSRI if anticipated demand > 1 per yearThe □**□ = economic addbacks (of items
computed .5+/not F1.0)□*□ = all items < $100□**□ = all IMEC 3/4 items <$1000
Initial modeling analysis indicates:Reasonable tradeoff of dollar savings versus
overall effectiveness impact....   DLR Effectiveness Declines

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#########1##□###ùð#Î#□#ÿÿ####ÿÿ#####ÿ##ÿÿd#########d#########□###ALL Ships
Baselined to Current .5FLSIP+Computed F1.0** Allowances & DeltaShip/TYCOM
recording 1.0** Hits/MissesAssessing CASREP ImpactÇ
```

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#################$##########################ÿ□#ÿÿd#########d#########2##□##IöLý·
      ##ÿÿ####ÿÿ####UÿÞ#ÿÿK#########d#########æ###Expanded Prototype...Simulations
on a wider universe of models & data variations in different combinationsFLSIP .5,
1.0, 4.0Tailored usage factors, i.e., SCRFsAddbacks:  economic (**)/3M & CASREP
(+)Demand based model (PD-68)
```

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#################$##########################ÿ□#ÿÿd#########d#########2##□###ö|ý□
      L#ÿÿ####ÿÿ####UÿÞ#ÿÿK#########d#########³###Expanded PrototypeShip Class
Replacement Factor (SCRF)Usage tailored to ship class based on 3M dataTechnique
used on DDG 51 class RBSMore responsive to changes in actual usage÷
```

#################$##########################ÿ□#ÿÿd#########d#########2##□##Iöüû·
Ì#ÿÿ####ÿÿ####UÿÞ#ÿÿK#########d#########T###Expanded PrototypeDemand Based Model (PD 68)Used in Retail Allowance Products (FILL, SIMSL, Regional COSBAL) Parameter driven - effectiveness targetsLow Limit - 65%High Limit - 85%User tailored, based on last two years of ship specific 3MProvides cost & effectiveness tradeoff...biggest bang for the buckDefaults to BRF for new items

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#################$##########################ÿ□#ÿÿd#########d#########2##□##Iöüû·
      Ì#ÿÿ####ÿÿ####UÿÞ#ÿÿK#########d#########Ã###Expanded PrototypeLANTFLT Battle
GroupGeorge Washington.5F+ Baseline & Eight Allowance Computation VariationsF 4.0
F1.0**F.5/F.5P/F1.0/F1.0** (All with SCRFs)PD 68 @ 65% & 85% Effectivenessò
```

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#################$#########################ÿ□#ÿÿd#########d#########2##□##Iöüû·
      Ì#ÿÿ####ÿÿ####Uÿu#ÿÿK#########d#########½###Expanded PrototypeAssumption:
Outfitting = AllowanceMeasure Performance by Model Requisition Effectiveness (MRE)
Assess CASREP Impact Based on IMECCollect Demand Directly from Ship/TYCOMî
```

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#################$##########################ÿ□#ÿÿd#########d#########2##□##Iöôú·
      Ä#ÿÿ####ÿÿ####Uÿu#ÿÿK#########d#############SUMMARYPressure to reduce
shipboard allowances will continueWorking with NAVSUP/NAVSEA/FLEET to make the
right decisionsResults of expanded COSAL model prototype may point us in the right
direction but...The optimal solution may still be out there□#don□t want to
limit#our focus
```

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# ######### #####$########### ######### ####ÿ□#ÿÿd#########d#########2##□##Iöüû·
      Ì#ÿÿ####ÿÿ#####ÿ4#ÿÿd#########d#########R###Click to edit Master text styles
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INITIATIVES#V##########LLO########Dept of the
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mondc.ppt#########Karen Gelfond#we########Microsoft PowerPoint
4.0#lat@###à/uF□#½#@####□²1□#½#@### <êa□&½#########G###°P##ÿÿÿÿ######o#M
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